

# AVIATION

*The Oldest American Aeronautical Magazine*

MARCH 3, 1924

Issued Weekly

PRICE 10 CENTS



The aircraft carrier Langley with the Fleet during the maneuvers in the Caribbean

VOLUME  
XVI

## SPECIAL FEATURES

NUMBER  
9

BALTIMORE GETS SCHNEIDER RACE  
RELATION OF AIR POWER TO SEA POWER  
THE CURTISS EXHIBITION COMPANY IN 1923  
PROGRAM OF THE DAYTON INTERNATIONAL AIR MEET

THE GARDNER, MOFFAT CO., INC.  
HIGHLAND, N. Y.  
225 FOURTH AVENUE, NEW YORK

## CURTISS-REED ONE-PIECE DURALUMIN PROPELLER



Since the earliest days of flying, one of its greatest hazards has been the uncertainty and frailness of wooden propellers.

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Representatives: Stinson, Love Field, Dallas, Texas—  
Training Throughout the Year.



MARCH 3, 1924

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VOL. XVI. NO. 9

Published every Monday

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## AVIATION

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Trade Mark

## "For Human Locomotion"

In "The Outline of History," H. G. Wells writes that "by 1909 the aeroplane was available for human locomotion." It is an interesting coincidence that since 1909 exactly, The Glenn L. Martin Company has been building quality aircraft.

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CONTRIBUTING EDITOR

# AVIATION

Vol. XVI

MARCH 3, 1934

No. 9

### The Site for the Engineering Division

**M**ORE and more is the question of the location of a new McCook Field being discussed. That it is settled that it should be at Dayton is not, so far as we can learn, a serious matter even in the Air Service.

As has been pointed out, the raising of \$400,000 by the status of Dayton for a site where the Chief of Air Service has stated \$2,000,000 would be spent for an adequate engineering station, and showing an annual government payroll of \$2,000,000, would probably be duplicated in several cases were the proposition made to them. Nevertheless, Dayton does occupy a strategic position as a labor market. As truly thousands of its citizens were engaged in aircraft construction during the war, and the city is the home of many manufacturing plants requiring highly skilled mechanics, it affords McCook Field a choice of labor that is most favorable.

The real problem of the location of Dayton is the time lost by the Air Service in securing information necessary for its continued maintenance, and by the institutions who spend such a large part of their time on trust between their factories, Washington and Dayton. This is another efficient war emergency. And the fact that the site of McCook Field was selected in most speed war conditions should not be controlling if it is faced by experience that neither site would meet present conditions more satisfactorily.

That a site located nearer to Washington would have great advantages is generally assumed. When the moving of McCook Field was considered a few years ago, Eastern locations were visited with the object of investigating more desirable sites than Dayton could offer. Several sites now owned by the government were considered. The advantageous location at Aberdeen Proving Ground and its proximity to Washington as an example of a well located experimental station.

Before a final decision is reached by Congress on the proposed, and particularly before the October conference at Dayton, it would be in order to investigate whether or not other sites, located nearer Washington, might not, when offered of the advantages, make offers that would be equal or superior to the Dayton plan.

### Rickenbacker Hits Subsidies

**W**HICKETTER, our Air Act expert, as opinion on aviation, it denotes the consideration due has as one of the most acute fears in the world.

His views about subsidies, which will be found in this issue, are theoretically correct to a large extent and undoubtedly the future will confirm his position. But his contention appears to be somewhat altered by the present prosperous condition of the automobile business.

Taking up his first point, that the most useful implements

of war were not originally designed for the purpose, we are bound to feel that if we had not had specially designed machinery for the movement of guns and had been forced to rely on commercial vehicles we would not have gone far in the war of 1914-18. In a similar way, had we had to rely on commercial ships for fighting at sea, the results would have been critical. For the same reason we do not believe that aircraft built for commercial use, where efficiency, safety and economy are the main requirements, can be used with success against an enemy equipped with aircraft designed for military and naval use, where maximum performance regardless of cost is the watchword.

When Captain Rickenbacker advocates the withdrawal of all government support from the aircraft industry and tends to give the suggestion that progressive aircraft manufacturers "assess the trough that themselves while those in the background starve," he indicates a very adequate knowledge of the present amount of needed government support, based on what is a fairly common opinion that a few of the aircraft manufacturers are gorged with government orders. The briefest investigation will show that not one of our manufacturers has any orders that are kept him busy to full capacity or make him look ahead for months and know that his factory will be at work on any order.

Our position regarding subsidies has always been that air transport routes should receive the same government encouragement that railroads, merchant shipping and automobiles have received. The government pays for the streets and roads on which the automobiles run. It regulates traffic, provides safety devices and lights. Shipping has its harbor dredging, its light houses and its coast guard protection. To the same way air transportation should expect its air routes and air terminals to have similar government aid.

### Five Years of Air Mail

**T**HREE statistical summaries of the Air Mail Service covering the years from 1929 to 1933 inclusive, appearing elsewhere in this issue, gives what is probably the most complete and continuous record of the operation of commercial aircraft available. Over thirty thousand trips have been made covering over seven million miles. The average percentage of performance, 91.85, covering as it does several unfortunate experimental periods, and last year's percentage of performance of 86.38 will always be to the credit of the management.

To have achieved the results that have been obtained at the expenditure of approximately six million dollars also indicates that the operation has been efficient and economical. It may be noted as the one instance of government ownership and operation which has not only been a success, but has rendered a great service in arousing throughout the world by going outstripping proof of the regularity of airway service.







# Schneider Cup Race at Baltimore, Oct. 24-25

N.A.A. Issues General Regulations of International Contest

The Flying Club of Baltimore has received preliminary sanction to stage the Jurgens-Schneider International Seaplane Race. The dates chosen are Oct. 24-25.

It is planned to hold three races on these dates. On Oct. 24 there will be two races, one at 10 a. m. and one at 2:04 p. m. for which \$1000 in prize money will be given for each race, in addition to silver cups. On the morning of Oct. 25, at 10:30 a. m., the Seaworthiness & Navigability Test for the Schneider Cup contestants will be held, and at 2:04 p. m. Oct. 25, the Schneider Cup will be contested.

The Flying Club of Baltimore has made a contract with the United Hatteries & Glass Co., which owns Bay Shore Park on the Chesapeake Bay, for the use of this property as the home station. The other landing points will be at Galois Island and at Hunting Field Point on the eastern shore of Maryland.

## The Racing Course

The course will be 50 km. in length, in the form of an almost equilateral triangle, making the Schneider Cup contestants make more or less three, making a total distance of 200 km. (124.44 miles). The course will be made at Bay Shore to house at least twelve planes for the Schneider Cup contestants, and provisions for housing and serving mechanical personnel will be made.

The Flying Club of Baltimore will take care of three mechanics per plane plus one crew member per team during the entire race in Baltimore. In addition, the Southern Hotel of Baltimore will provide quarters for the pilots. The hotel will also have there will be used for sleeping and living quarters for the mechanics and will be used as a temporary quarters for serving purposes.

Following are the main points of the general regulations for the 1924 Schneider Cup Race, as drawn up by the Contest Committee of the National Aeronautics Association.

## Navigability and Watertightness Test

This demanding trial will begin with a navigability test and will be followed by a watertightness test. These two tests are intended to establish the seaworthiness of the machine and the skill of the pilot.

Each machine must complete a course of from 5 to 20 miles, as ordered by the Contest Committee.

For the test the pilot must land near the starting line, then rise, and continue the course, during which he must land the machine over two distances of one-half mile, the length of the maximum speed of 10 knots, the length of each of these distances being indicated by two buoys. The remainder of the course will be covered in flight. The pilot must, however, alight before completing the course and run over the starting line.

The Contest Committee may allow a pilot who has been alighted in this test to make a second and final attempt, after all pilot-buys and a first attempt.

## Measuring and Repair

After having landed over the starting line, the machine must be measured immediately by a buoy placed beforehand, unless it would remain above the water without anyone on board. Any machine leaving its moorings during this period will be disqualified.

No repairs will be allowed during the navigability and watertightness tests. Except for changing the propeller, which is allowed, the machine must not undergo any modification between the above tests and the speed contest. It will be disallowed or sealed to ensure this provision.

## Speed Contest

Planes may be started off together or at intervals, as shall be decided by the Contest Committee. If the planes are



The Schneider Cup—Seaplanes Zephyr being the victor

started at intervals the order of starting shall be drawn by lot and the hour of starting shall be the Contest Committee.

The starting line must be exposed on the water, at which time there must be contact between the water and the principal float or floats supporting the machine. The finish line must be marked in flight.

Planes need not leave the water until after crossing the starting line. Any plane so doing is subject to disqualification.

Planes are in liberty to have the assistance of water or ice boats during a five-minute period prior to the start, which is a reserved area, but all such boats must leave the reserved area immediately after the starting signal. No engines, hoists, or anchors, or any similar devices may be used either by the pilots or their attendant crew.

Replays are permitted but must be carried out by the crew on the water by means of what is on board without receiving any outside assistance. The machine may, however, on its return, or on another order of even power, but must not be loaded.

Part replacements are not allowed, except from stores carried on board.

In the event of unfavorable weather the Contest Committee may postpone the contest as often as they think fit.

Each machine shall have a number assigned to it by the Contest Committee, which shall be painted on the bottom surface of the lower wing and on each side of the fuselage clear of the wing, its characters as large and clear as possible. It shall have no other numbering or lettering over twelve inches in height.

## Entries Close April 1

Entries close on April 1, 1924. Names of pilots and their addresses must be sent to the office of the Contest Committee of the National Aeronautics Association, 2023 H Street, N.W., Washington, D. C. U. S. A., not later than thirty days prior to the contest.

Competing planes should preferably be shipped to the Flying Club of Baltimore via boats docking at Baltimore.

March 5, 1935

## A Historical Parallel

Quint Early Opposes in Railway Mail Service

In the debate in the House of Representatives on the Air Mail Bill, Representative C. William Hammer of Iowa brought forth some interesting parallels between the opposition to the railroad carrying mails in the early days of the railroad and the present attitude toward the Air Mail.

Two years ago I got an old history from the Post Office Department, entitled "A History of the Railway Mail Service." It is very interesting to find that back in the early days there had been the same controversy about the Railway Mail Service that is now going on about airtel mail. The controversy then was, comparing the transition from the stage coach to the railroad. Now we have doubts about leaving the railroads for the airplane.

"I was so much interested in that history that I copied a few paragraphs from pages 27 and 29. This history was written in 1855. I have these paragraphs here and wish to read just a few of them in my time. Speaking of this era in 1855, the historian says:

"At this time great doubts were entertained as to whether the railroad service could ever be made acceptable to the public or the department, and frequent doubts are on record that the contractors will be remunerated to the stage coaches. February 15, 1855, on account of many complaints of gross irregularity in this transportation of the newspaper mail between Philadelphia and Newburgh and Carlisle, the contractors were informed by the department that if the advantages were repeated this mode of transportation by the railroad must be ever abandoned, and you will be required to procure your double daily line of four-horse post coaches between Philadelphia and Chambersburg."

"March 27, 1855, a letter from the department reveals the fact that the contractors, after having used the railroads from Baltimore to Frederick for some time, ask permission to resume their trips by stage coach. On this request the Postmaster General made the following endorsement: 'The contractors will be paid as ordered or otherwise, so that the mail will not be late.'"

"A letter addressed by the department, March 25, 1855, to James Berke, contractor, complains that 'the road from New York to Philadelphia, by railroad, is usually late, taking from 12 to 15 hours, and is not reliable.' This was hardly the case on the coast of the big Niagara."

The situation is given to the contractor that a repetition of these evils will be followed by directions from the department to abandon the mode of conveyance, and to procure a new line—that is, go back from the railway to the stage."

"April 26, 1855, there is a paper in the department which reads like this: 'There have been two failures of the mail service on the route from New York to Philadelphia in the course of the present week, occasioned, it is said, by accidents to the locomotives on the Andover and Camden Railroad. These se-

cesses are probably occurring at this time and have become the subject of public notice and complaint. From the experience we have had, the adoption of the railroad for the purpose of mail transportation is becoming every day more and more questionable. It is very apparent that it can not be relied on with that degree of certainty which is all-important in the transmission of the mail, and without which disappointments occur to the public, and complaints are rung in the ears of the department from every quarter of the country."

"Then too, with regard to contracts, I find in this history: 'The early action of acceptance of proposals on their terms, without any reserve of consideration was, many of them, qualified by the phrase, no condition that in case any arrangement shall hereafter be made under the authority of Congress to carry the mail or any part of the route on railroad, then your contract will be annulled, or there shall be a pro rata distribution, on the same day, for.'

"February 26, 1855, the contractor on route between Augusta and Charleston is authorized to make a subcontract with the railroad company if he desires to do so. The letter notifying the contractor says: 'The Postmaster General will be glad to your making a subcontract with the railroad company provided all the office is supplied, and provided the expedition furnished by the railroad service on extra expense.'

"History repeats itself. Our forefathers were afraid of the railroad. Now we shy at the airplane."

"Mr. Chamberlain, I thought those paragraphs, although they might not be of great interest to the members of the House, might interest some people out in the country who will be reading the Record of the proceedings here today."

## Napier Cub Passes Fifty Hour Test

The Napier Cub 1000 hp. aircraft engine has been officially accepted by the British Air Ministry after successfully passing the latter's standard 50 hr. endurance test. The test consisted of five two-hour tests at 90 per cent full power.

This engine is the largest power plant in the world that has passed a similar endurance test.

## Preparing for New Altitude Record

The Hispano Cub of France is experimenting with a new high altitude piston plane, type 46, with which this firm proposes to make a new altitude record attempt. The plane is equipped with a 900 hp. Hispano-Suiza engine.

## Czechoslovakian Aviation Budget

The minimum budget of Czechoslovakia for the year 1934 is 103,000,000 Czechoslovak crowns, an increase of 26,000,000 crowns over last year's estimate.



From War World

A French two-engine light plane—The de Havilland type 7-A, which is fitted with two 35 hp. Aztec engines. Span, 33 ft. Length, 17.5 ft. Wing 24 ft. 6 in. Weight empty, 880 lb. Weight loaded, 1600 lb. Full speed, 87 mi/hr. The ship serves as a flying scale model of the proposed transatlantic plane.

# Regulations of National Balloon Race

San Antonio, Texas, April 23, 1924

The National Aeronautics Race for 1924, conducted under the auspices of the San Antonio Aeronautics Association and the regulations of the Fédération Aéronautique Internationale, will be held on April 25, 1924, at Kelly Field, San Antonio, Tex. Following are the salient points of the regulations.

## General Regulations

The race will be open to all persons qualified under the present regulations of the National Aeronautics Association of the United States, except free balloons of the 3rd, 4th and 5th categories as is indicated in Article 25 of the F.A.I. regulations.

The race will be for distance, to be measured as the arc of a great circle between the starting and landing points, and also for the purpose of selecting contestants to represent the United States in the International Balloon Race of 1924.

The following prizes will be offered:

First Prize	—\$1000	Fourth Prize	—\$200
Second Prize	—500	Fifth Prize	—100
Third Prize	—300	Sixth Prize	—50

A bonus of \$100.00 will be given to the pilot of each balloon starting in the race.

Balloons and their full equipment must be delivered to Kelly Field, San Antonio, Tex., not later than April 20. Those arriving after that date will be subject to disqualification at the discretion of the referee. All airplanes must be clearly marked with the name of the owner and the words "National Balloon Race".

Contestants are strongly requested to send their material in a single shipment and to send telegraphic advice to the San Antonio Balloon Race Committee, enclosing therein full details of shipment, such as air number and how sent.

Balloons will be inflated at Kelly Field.

## Entries

Entries for the Balloon Race must be made, in accordance with the rules of the F.A.I., to the Race Committee, 14, Col. C. C. Colver, Air Officer, Fort Sam Houston, Tex.

Entries will be accepted in the order of their receipt up to 100 afloat, March 28, at which time free entries will be closed. Entries received between March 15 and 300 afloat March 29 will be permitted 50 per cent of their entry fee. Entries received after March 29 will only be accepted with the written consent of all other entrants, the approval of the Race Committee, and upon forfeiture of entry fee.

Each entry shall be accompanied by an entrance fee of \$50.00. This entrance fee will be returned in whole or in part: (a) To contestants ready to start in the race (with the exception of aloft entry); (b) To contestants who have been declared not admissible; (c) To the contestant whose entry has been eliminated on the day of the race or by reason of other withdrawal.

Each request for entry shall also be accompanied by a certified description of the entrant's balloon, that is, dimensions of envelope, cabin capacity and how calculated, fabric, type and use of valve.

## Number of Entrants

The number of entrants is limited to ten and selection will be made in order of entries received. The number of entrants may be increased to not more than fourteen at, in the opinion of the Race Committee, the number of entrants and the participation for property inflicting the balloon, without such increase, and if the recommendation of the Race Committee for such increase is approved by the Contest Committee of the National Aeronautics Association.

The maximum number of balloons entered shall be five. The entrance fee will be forfeited by any contestant whose entry has been accepted and who fails to be ready for the

start. It may also be delivered forfeited by the Referee or Race Committee for violation of rules.

The designated time for the start of the race will be 4 p. m., April 25, 1924. The hour of the start may be changed by the Race Committee at the request of a majority of the contestants.

The Race Committee reserves the right to postpone the start of the race to a later hour or date in case of adverse weather conditions or possible hold up due to the partial inflation of hydrogen gas.

## Special Equipment

All contestants must have, in addition to their regular flying equipment, the following:

- 50 ft. of steel inflating pipe with connecting sleeve
- 100 ballast bags for inflation.
- Ground cloth
- A recording altimeter (barograph) which shall be sealed under direction of the Referee

Contestants will be supplied with the "Aerogram Record," "Log of Flight," "Report of Final Landing," "Landing Certificate," and "Balloon Message" gratis. Hydrogen and natural gas will be supplied gratis to contestants. The Race Committee reserves the right to determine the quality and nature of gas. The Race Committee will have special hydrogen detail under a competent officer to supervise the inflation of each balloon with the use of hydrogen gas. Equipment for this part of the inflation will be furnished by the Race Committee. Green will also be provided to contestants to carry on the regular inflation with natural gas.

## F.A.I. Rules in Force

The name of each balloon or club must be displayed on the balloon.

All pilots must be holders of an F.A.I. certificate and, in addition, the aerial license as issued by the Contest Committee of the National Aeronautics Association.

Ballast hand law each contestant will be provided in the Race Committee.

The attendance of contestants is particularly called to Arts 7, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Any contestant in the decade under the sea and is obliged to have recourse to a boat in any manner whatever, is out of the race without other penalty.

A balloon must land with the same number of passengers it ascended with.

A pilot landing without his basket is disqualified without other penalty.

## Categories Admitted

According to the F.A.I. Regulations, the three categories of balloons, admitted in the National Balloon Race are the following admissible categories:

- 1st category—100 to 1500 cu. m. (35,280 to 52,377 cu. ft.)
- 2nd category—1500 to 2500 cu. m. (52,377 to 87,600 cu. ft.)
- 3rd category—2500 to 3500 cu. m. (87,600 to 123,600 cu. ft.)

A reduction of 5 per cent is allowed; consequently there can be considered as belonging to a given category, balloons exceeding by 5 per cent the maximum, or falling below by 5 per cent the minimum volume of that category. In these cases the competitor will be allowed to choose in which of the two categories he wishes to compete.

## Small Italian Airship

The Italian Government airship factory at Vigas di Volpi, near Rome, has under construction a new type non-rigid airship called MR. Its capacity will be 36,000 cu. ft. and its length 350 ft. The engine will be an Anzani 40 hp.

# The Curtiss Exhibition Company in 1923

By C. S. JONES

Manager, Curtiss Exhibition Company

The Curtiss Exhibition Co., of Garden City, N. Y., which handles the flying for the Curtiss Aeroplane and Motor Co., Inc., has had an interesting and successful year in its commercial flying during 1923.

Operating nine C-6s, three C-8s, three C-10s, and six J-5s, the company flew something over 1400 hr. in 1923, earning approximately \$25,000 net. Twenty-two per cent of this was

to install the motor and then gave him a very practical course in cross-country flying, navigation, etc., so as to avoid the student's knowledge and prepare him in the hands-on-ship as far as was possible in the period of two months.

The principal difficulty associated with the fact that students, upon completing their course, were too numerous to



paid commercial flying. It is interesting to note the division and percentage of the various types of work.

Instruction	.....	50 per cent
Aerial Photography	.....	20 "
Passenger Carrying	.....	30 "
Tests and Student Solo	.....	4 "
Special work (moving picture camera, transportation of film and pictures, etc.)	.....	40 "

## New Flight Training Plan

Considerable criticism was directed toward the new plan offered by the company for training students. A careful study of conditions showed that the principal trouble with instruction, as given since the war, has been that through a student could learn to fly, unless he could finance the purchase of a plane upon completion of his course, he was left without any means of continuing his flying without exorbitant cost. The result that the average young man who wished to follow his aviation could not afford to do so.

The Curtiss Exhibition Co., having on hand a surplus of J-5s, conceived the idea of presenting their graduates with a J-5, less motor, together with a flying course. Government sale of J-5s actually reduced the price to reasonable figures so that the student, at a small outlay, could have his own J-5 and avoid a machine on which he could continue to perfect himself and at the same time earn some money by passenger carrying, aerial photography, etc. Thirty students were trained at the school at Garden City, in addition to those trained at Buffalo, N. Y., and Dulles, Tex., under this regular system. Seven more were given instruction in flying only. Nineteen Curtiss airplanes were added under special arrangement for these men.

When a student enrolled in the school he was assigned a machine and he, under the direction of an instructor, supplied the labor for setting and fixing it up. Furthermore, he had

got back to their own houses to start operations and in several cases students started away on long cross-country flights before they had had proper experience. Several crashes of minor nature resulted. This led to the institution of a policy of attempting to get the student to spend an extra month at the school in which period he was encouraged to make cross-country flights, as that gradually he became experienced enough to be able to fly by himself alone. In case a student did not feel that he could spend this extra month, an instructor was sent with him to ensure his arrival at his destination and the cross-country experience obtained in this manner was of extreme value.

## Aerial Photographic Work

While the company does not attempt to compete with the aerial photographic companies in the actual taking of pictures, it did handle the majority of the flying in the vicinity of New York for the larger companies, namely, Fairchild Aerial Camera Corp., Hamilton, Maxwell, Inc., and Underwood. In the case of the Fairchild Company, which maintains its own flying organization, the ships were leased and the flying was done by Fairchild pilots with some help from the Curtiss pilots. During this period the Fairchild Company made a map of the New York and New Jersey, the highest aerial map ever attempted, and as reported by only officials of extreme value to the city. Maps were also made of various railroads, power lines, etc., as well as numerous oblique pictures of cities within a radius of 400 mi. One 90 per cent of the work being over the Everglades and impossible to obtain by any other means.

Short rides captured the bulk of the passenger work in Garden City where the demonstration was given. The rides, most, attracted large crowds, especially on Sundays. There was a considerable amount of so-called "bad" work in points within a radius of 400 mi. of New York. A special











### Admiral Moffett Thanks Air Mail

The following is quoted from a letter from Admiral Moffett to the Postmaster General, thanking him for the services rendered by the Air Mail Service to Laysan, St. H. Wyatt and J. D. Price on their transcontinental flight the latter part of December.

"The Chief of the Bureau of Aeronautics desires to thank the Superintendent of the Air Mail Service for the valuable service rendered to Laysan, J. D. Price and Lant, R. H. Wyatt, U. S. Navy, during their record cross country flight from San Diego to Washington. The following remarks are taken from the report of Lieutenant Wyatt on the termination of the flight.

"The Air Mail Service more than lived up to our established reputation for service and extended all our hopes in the morning and evening of planes. At Cheyenne every possible courtesy and service was rendered us. While enroute on Monday (the only holiday of the Air Mail Service) Chief Mechanic Fovey extended a hearty party and came out at daylight to get us started. At Iowa City, Superintendent Long came out to our plane with a truck and a party of men, and spent most of the morning helping us out of our hole."

## Where to Fly

**CALIFORNIA**  
**FLY TO THE AIR MAIL SERVICE**  
 The Air Mail Service is the only one in the country that offers a complete service of flying to and from all points in the country. It is the only one that offers a complete service of flying to and from all points in the country. It is the only one that offers a complete service of flying to and from all points in the country.

**FLY THEM YOURSELF**  
 Because of the fact that flying is becoming so popular, the Air Mail Service has decided to offer a complete service of flying to and from all points in the country. It is the only one that offers a complete service of flying to and from all points in the country. It is the only one that offers a complete service of flying to and from all points in the country.

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### Planes in the South Seas

A very modern mail off 50 mt. at sea was given to the pilot and sole occupant of a 24 ft. boat sailing from Honolulu to Palestine by a plane of the Naval Air Station at Pearl Harbor, Hawaii.

On Wednesday, Jan. 3, an American, named Spauld, set out from Honolulu for the Holy Land in his *Eligantia* craft. The next morning a station plane flew out with a message and sole occupant of him, then about 30 mt. at sea. Three parties were published in the morning paper. On the afternoon of the same day another station plane flew out to him and dropped a morning paper and copies of his letter to him.

### Fort Hamilton Air Station

The City of New York will cooperate with the personnel of the Naval Reserve Air Station at Fort Hamilton, Brooklyn, in making repairs and improvements at that station. Officers of the New York City Police Department visited the station during the week of Jan. 25 to make arrangements for the work to be done, which will include repairs to the hangar and the laying of a concrete runway.

If you are one of the companies in your state having lost their license for passenger carrying plane making and second flight you should be registered at WHERE TO FLY each week.

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## Publisher's News Letter

The prospect of another Congressional enquiry into the present and past activities of the Air Service seems to be more than generally expected. When Congressmen Nelson of Wisconsin introduced his resolution with comment obviously based on hearsay it was supposed that this was but another of the many attempts that have been made by a group of disappointed inventors to give further publicity to their grievances. But, inasmuch as these resolutions and charges will continue to be made until some such investigation is held, and as all those attached have welcomed the opportunity of a hearing, the resolution may pass the House of Representatives and then the facts will come out.

On the surface the investigation has mainly to do with the contractual and patent relations of the Army and Navy Air Services. It is claimed that favoritism has been shown, and the impression created that our aircraft manufacturers are the recipients of high prices and large orders. If the committee will only show that almost all the aircraft companies are solvent orders at all, while one or two are struggling with manufacturing jobs and that the entire production of American aircraft factories will probably be less than fifty new service type airplanes for the fiscal year, it will have done a real service. It is the general impression that conditions could not be worse—so let the truth prevail.

What the committee could also do, with great profit to the government, is to have its light on the few government factories where aircraft are now being built. The Naval Aircraft Factories at Philadelphia and at Pensacola, and the Army Air Service factories at McCook Field and at Fairchild, employ between themselves four complete engineering and manufacturing staffs that far outnumber the workmen at the private plants. In England

government competition of this kind was stopped by the simple method of cost accounting. Here, the same procedure might be necessary to the government activity of this kind. In any event it would probably be found that the aircraft manufacturing facilities of the government might, with much economy, be concentrated in one place. Then at least it could be under closer observation than it is now.

As Congressman Nelson went out of his way to criticize the aeronautical press, the phase of the enquiry would interest us greatly. An enquiry into the methods of establishing U. S. Air Service and its varied career would probably be an unpleasant subject for the officers of the Army and Navy Air Service Association. There is at present no investigation going on in this direction of which our readers may hear before long. Fair competition is an excellent stimulus for any business, publishing or otherwise, but when improper means are employed, the beneficial processes of illumination are usually effective.

The news that the Shenandoah is to be used in connection with fleet maneuvers as soon as she is again in commission shows that the Bureau of Aeronautics of the Navy, now that the North Pole excitement is over, is going to give the aeroblog a practical test of utility. There has always been a confident opinion expressed by aeroblog contributors that the aeroblog has marked advantages over the airplane in fleet operations. Inasmuch as the "replacement" aeroblog ZR3 cannot be used for such work, it is of the greatest importance that all the information of a naval kind that is possible to secure be ascertained from tests of the Shenandoah. Everyone will watch with the greatest interest the sea trials of the big aeroblog.

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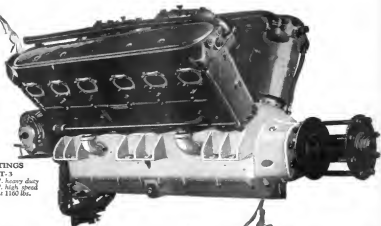
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